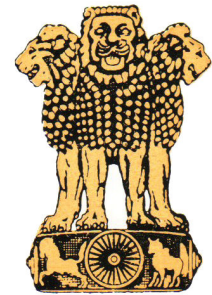


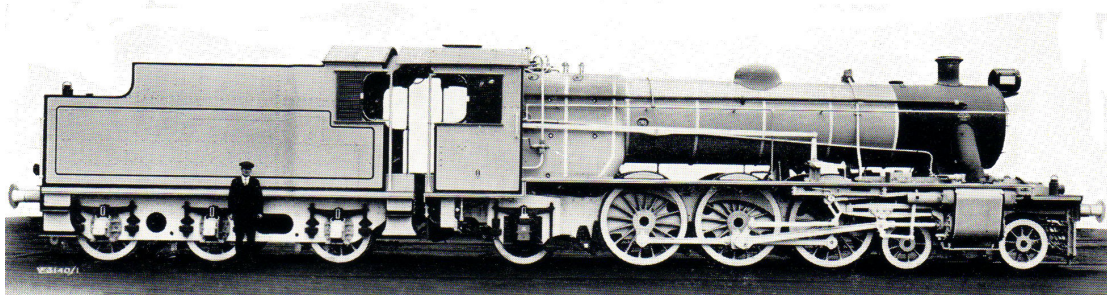
INDIAN RAILWAYS



5 ft. 6 in. Gauge

1928-35

4-6-2 (XA)



Cylinders.....	(2) 18 in. Diam. X 26 in. Stroke	Maximum Axleload.....	13.1 tons
Diameter Coupled Wheels.....	5 ft. 1½ in.	Weight :	
Working Pressure.....	180 lb.	Engine in Working Order.....	67.15 "
Tractive Effort at 85% Pressure.....	20,960 lb.	Tender " "	42.1 "
		Total " "	109.25 "

In the 1920's, many of the major Indian Railways began to come under the control of the Indian Government. It was then decided to carry out a large measure of locomotive standardisation, and a special committee was appointed to lay down the general designs of the various types required. Details of these engines were worked out by the Locomotive Industry in conjunction with the consulting engineers, The Vulcan Foundry playing a leading part, and in 1926 tenders were called for from the leading manufacturers.

The locomotive illustrated above is one of the XA Class of 4-6-2 Pacifics specially designed for branch line passenger work where the maximum axleload is limited to 13 tons.

Between 1928 and 1935, 1-13 of this type were constructed at The Vulcan Foundry for the major Indian railways under government control, especially the then G.I.P. Railway and the North Western Railway, the latter now part of the Pakistan system.

In order to cope with the low grade Indian coal, the new Standard passenger and goods locomotives were all provided with a hind truck in order to accommodate a wide firebox with large grate area. The general design, which retained the use of plate frames, was straightforward and robust and all accessories were made as simple as possible.